



U.S. Department of Transportation  
**Federal Transit Administration**  
Region V  
200 West Adams, Suite 320  
Chicago, IL 60606



U.S. Department of Transportation  
**Federal Highway Administration**  
Chicago Metropolitan Office  
200 West Adams, Suite 330  
Chicago, IL 60606

March 17, 2016

In Reply Refer To:  
HPER-IL

Mr. Roger Driskell  
Director, Office of Planning and Programming  
Illinois Department of Transportation  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

Subject: Chicago Metropolitan Area  
Transportation Improvement Program Non-Exempt Amendments  
Conformity Determination

Dear Mr. Driskell:

We approve the amendments to the FY 2014-2019 Chicago Metropolitan Agency for Planning (CMAP) Transportation Improvement Program and the FY 2015-2018 Statewide Transportation Improvement Program (STIP) as submitted with your letter dated October 14, 2015. In taking this action, we find the conformity analysis performed by CMAP meets the applicable criteria of 40 CFR 51 and 93 and that the amendments conform to the State Implementation Plan. In reaching these conclusions, we have relied on documentation presented during the Tier II consultation process. We can now consider project authorization requests related to this STIP amendment.

Sincerely,

Jay M. Ciavarella  
Director, Office of Planning  
& Program Development

For: Marisol R. Simón  
Regional Administrator  
Federal Transit Administration

John M. Donovan  
Metropolitan Planning Specialist

For: Catherine A. Batey  
Division Administrator  
Federal Highway Administration



# Illinois Department of Transportation

Office of Planning and Programming  
2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 10, 2016

Ms. Catherine A. Batey  
Division Administrator  
Federal Highway Administration  
3250 Executive Park Drive  
Springfield, Illinois 62703

Attention: John Donovan

Dear Ms. Batey:

Attached for your approval and use in accordance with paragraph 23 CFR 450.326 is copies of non-exempt amendments to the 2014-2019 Transportation Improvement Program for the CMAP Transportation Committee and the associated conformity determination. The MPO Policy Committee approved the TIP amendments, the Plan amendment, and the associated conformity determination on March 10, 2016.

The Northeastern Illinois region has committed itself to the integration of transportation and air quality planning. To this end, the MPO has developed procedures for incorporating air quality objectives into the transportation planning process. The TIP and Plan amendments being transmitted by this letter are in accordance with USDOT metropolitan regulations and USEPA transportation conformity regulations. The MPO has determined that the TIP and Plan amendments are in conformance with the State Implementation Program. The changes resulting from these amendments have no effect on the emissions estimates made for the region's conformity determination.

We consider the estimate of costs included in the Transportation Improvement Program to be realistic. We concur with the fiscal consistency analysis included in the TIP, and the associated conformity determination. The total cost of the TIP remains consistent with the amount of funds expected to be available to this area during the TIP time period. The Department, on behalf of the Governor of Illinois, concurs with the projects listed in this TIP, and the associated conformity determination.

The State of Illinois would also like to amend its FY 2015-2018 Statewide Transportation Improvement Program (STIP) to incorporate these amendments to the CMAP Transportation Committee 2014-2019 TIP, and the associated conformity determination.

If you have any questions or concerns please contact Bruce Carmitchel at 217-785-2994.

Sincerely,

A handwritten signature in cursive script that reads "Bruce Carmitchel".

Bruce Carmitchel  
Bureau Chief Planning



## MEMORANDUM

**To:** CMAP Board

**From:** CMAP Staff

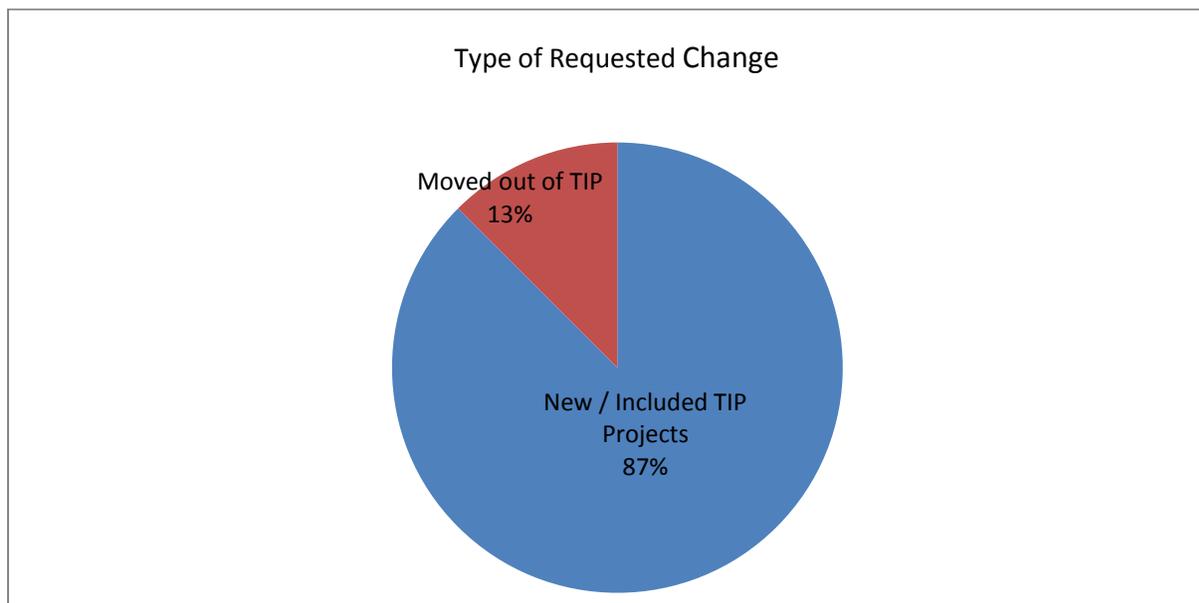
**Date:** March 1, 2016

**Re:** GO TO 2040/TIP Conformity Analysis & TIP Amendment

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In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, eight projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, seven new non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects are:

- TIP ID [03-16-0010](#): Removal of lane to the State / National Pkwy from Plum Grove Road to IL 58 Golf Road.

- TIP ID [09-16-0013](#): Adding lanes on Wolfs Crossing Road from US 34 Chicago Road to Eola Road. Initial corridor work will focus on Segment One, between Harvey Road and Eola Road.
- TIP ID [09-16-0016](#): An intersection improvement and new road, as Anderson Road is extended from Keslinger Road to Freedom Road.
- TIP ID [09-99-0101](#): Dauberman Road extension from north of US 30 to Granart Road. The sponsor revised the expected opening from 2017 to 2022.
- TIP ID [10-09-0024](#): IL 131 Green Bay Road from Russell Road to Sunset Avenue. Besides the inclusion of anticipated funds, the sponsor has moved its estimated completion to 2021 from 2030.
- TIP ID [12-16-0004](#): A road extension of Enterprise Drive toward the west, then reconnection to Division Street.
- TIP ID [12-13-0004](#): Laraway Road corridor project from US 52 to IL 43 Harlem Avenue.

One non-exempt project moved out of the current years of the TIP and is not anticipated to use federal funds within the next four years:

- TIP ID [11-00-0016](#): Algonquin Road from Brier Hill Road to IL 47.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be included in a new conformity analysis. Sponsors indicated that several projects have updated completion years.

At this time no projects are requesting a scope change. The scope of a project is determined by the [work types](#) associated with the project.

- Non-exempt work types may affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, signal timing and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

TIP projects are also viewable in a [map format](#).

Each TIP ID includes a hyperlink to the [TIP database](#) for current project information. Changes are also seen in the [Conformity Amendments](#) report that is coded in the 2020, 2025, 2030, and 2040 highway and transit networks. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into US Environmental Protection Agency's MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>), the resulting emissions inventories estimates fell below the applicable budgets for the maintenance State Implementation Plan (SIP).

Both the annual direct fine particulate (PM<sub>2.5</sub>) and NO<sub>x</sub> emissions inventories are below the applicable budgets from the attainment SIP.

## Direct PM<sub>2.5</sub> and NO<sub>x</sub> Emissions in Tons per Year for PM<sub>2.5</sub> Conformity

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	2,079.02	5,100.00	39,594.26	127,951.00
2025	1,803.54	2,377.00	31,202.77	44,224.00
2030	1,729.54	2,377.00	28,997.49	44,224.00
2040	1,803.56	2,377.00	29,687.32	44,224.00

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

## VOC and NO<sub>x</sub> Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	60.77	117.23	107.88	373.52
2025	55.66	60.13	84.47	150.27
2030	54.13	60.13	78.23	150.27
2040	57.11	60.13	79.65	150.27

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

### Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of January 21, 2016



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606  
312 454 0400  
www.cmap.illinois.gov

## Conformity Amendments

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-16-0010 Northwest Council of Mayors	New Project		\$4645			
State/National Pkwy from Plum Grove Rd (COOK/Schaumburg) to IL 58 Golf Rd (COOK/Schaumburg)						
<b>Completion Year:</b> 2018						
<b>Project Work Types After Revision:</b> Highway/Road - Remove Lanes HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE New Bicycle Facility Improve Pedestrian Facility						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	16	444	222	
	STP-L	ROW ACQUISITION	16	846	423	
	STP-L	CONSTRUCTION	18	6265	4000	
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-16-0013 Kane/Kendall Council of Mayors	New Project		\$639			
FAU 1577 Wolfs Crossing Road from FAU 311 US 34 Chicago Road (KENDALL/Oswego) to Eola Road (WILL/Aurora)						
<b>Completion Year:</b> 2021						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - ADD LANES New Bicycle Facility New Pedestrian Facility HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SAFETY - LIGHTING						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-I	16	1635		Entire Corridor (Segments 1 - 5)
	STP-L	ENGINEERING-II	18	954	477	Segment 1 (Harvey Road to Eola Road)
	STP-L	ROW ACQUISITION	19	324	162	Segment 1 (Harvey Road to Eola Road)
	STP-L	CONSTRUCTION	MYB	12874	1861	Includes CE, Segment 1 (Harvey Road to Eola Road)
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-16-0016 Kane/Kendall Council of Mayors	New Project		\$0			
Anderson Road from CH 41 FAU 110 Keslinger Road (KANE/Elburn) to Freedom Road (KANE/Elburn)						
<b>Completion Year:</b> 2020						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - NEW ROAD New Pedestrian Facility						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-II	17	88		
	STP-L	CONSTRUCTION	MYB	1228	921	includes CE

Gray Financial Data Records are for informational purposes only and not included in the TIP.

This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)  
CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-99-0101 Kane County Division of Transportation	Not Exempt Project Moved into TIP	\$0	\$0	\$0		
<b>Before Revision:</b> DAUBERMAN RD EXTENSION FROM US 30 (KANE) TO GRANART RD (KANE)						
<b>After Revision:</b> CH 62 DAUBERMAN RD EXTENSION from CH 62 Dauberman Rd 1700' n of US 30 (KANE/Big Rock) to TH 3898 GRANART RD (KANE/Sugar Grove)						
<b>Completion Year Before Revision:</b> 2017						
<b>Completion Year After Revision:</b> 2022						
<b>Project Work Types Before Revision:</b> BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD						
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	GEN-OP	ROW ACQUISITION	MYB	300	0	
	GEN-OP	ENGINEERING	MYB	700	0	
	GEN-OP	CONSTRUCTION	MYB	5000	0	
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	GEN-OP	ROW ACQUISITION	17	1000	0	
	GEN-OP	ENGINEERING-I	16	1000	0	
	GEN-OP	CONSTRUCTION	MYB	5000	0	
	ICC	CONSTRUCTION	MYB	7200		
	GEN-OP	ENGINEERING-II	17	1200		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
10-09-0024 IDOT District 1 Division of Highways	Not Exempt Project Moved into TIP	\$0	\$45	\$45		
IL 131 GREEN BAY ROAD FROM RUSSELL ROAD (LAKE) TO SUNSET AVENUE (LAKE)						
<b>Completion Year Before Revision:</b> 2030						
<b>Completion Year After Revision:</b> 2021						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - WIDEN LANES AND RESURFACE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES MISCELLANEOUS - PROJECT TYPES NOT LISTED						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - WIDEN LANES AND RESURFACE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES MISCELLANEOUS - PROJECT TYPES NOT LISTED						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	A ILL	ENGINEERING-I	09	1380	0	1-75131-0205 (ESTABLISHED)
	A ILL	ENGINEERING-I	09	1680	0	1-75131-0201(ESTABLISHED)
	ILL	ENGINEERING-II	MYB	9235	0	1-75131-0202
	ILL	ROW ACQUISITION	MYB	8873	0	1-75131-0204
	NHPP	CONSTRUCTION	MYB	92350	73880	1-75131-0100
	ILL	ENGINEERING	MYB	12006	0	1-75131-0203
	A ILL	ENGINEERING-I	11	1680	0	1-75131-0212 (ESTABLISHED)
	A ILL	ENGINEERING-I	13	1565	0	1-75131-0213 (ESTABLISHED)
	HSIP	CONSTRUCTION	MYB	3700	1620	1-75131-1000
	ILL	ROW ACQUISITION	MYB	600	0	1-75131-1400
	ILL	ENGINEERING-I	19	1300	0	1-75131-0106 (PE ROW)
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	ENGINEERING-I	09	1380	0	1-75131-0205 (ESTABLISHED)
	ILL	ENGINEERING-I	09	1680	0	1-75131-0201(ESTABLISHED)
	ILL	ENGINEERING-II	MYB	9235	0	1-75131-0202
	ILL	ROW ACQUISITION	MYB	8873	0	1-75131-0204
	NHPP	CONSTRUCTION	MYB	116000	92800	1-75131-0100
	ILL	ENGINEERING	MYB	12006	0	1-75131-0203
	ILL	ENGINEERING-I	11	1680	0	1-75131-0212 (ESTABLISHED)
	ILL	ENGINEERING-I	13	1565	0	1-75131-0213 (ESTABLISHED)
	HSIP	CONSTRUCTION	MYB	2505	1362	1-75131-1000
	HSIP	ROW ACQUISITION	16	250	45	1-75131-1400
	ILL	ENGINEERING-I	19	1300	0	1-75131-0106 (PE ROW)
	ILL	ROW ACQUISITION	MYB	9300	0	1-75131-0400

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-00-0016	McHenry County Division of Transportation Not Exempt Project Moved out of Tip ALGONQUIN RD from BRIER HILL RD (MCHENRY/Grafton Township) to IL 47 (MCHENRY/Huntley)	\$0	\$0	\$ 0	
<b>Completion Year Before Revision:</b> 2020					
<b>Completion Year After Revision:</b> 2020					
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - EXTEND ROAD					
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - EXTEND ROAD					
<b>Financial Data Before Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-LOC	CONSTRUCTION	MYB	14000	0	
A MFT-LOC	ENGINEERING-I	15	400	0	
MFT-LOC	ENGINEERING-II	MYB	400	0	
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-LOC	CONSTRUCTION	MYB	14000	0	
MFT-LOC	ENGINEERING-II	MYB	400	0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-13-0004	Will County Division of Transportation Not Exempt Project Moved into Tip CH 74 Laraway Road FROM US 52 (WILL) TO IL 43 Harlem Ave (WILL)	\$0	\$2750	\$ 2750	
<b>Completion Year Before Revision:</b> 2030					
<b>Completion Year After Revision:</b> 2030					
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION SIGNALS - MODERNIZATION SIGNALS - INTERCONNECTS AND TIMING					
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION SIGNALS - MODERNIZATION SIGNALS - INTERCONNECTS AND TIMING					
<b>Financial Data Before Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A MFT-LOC	ENGINEERING-I	13	1852	0	US Route 52 to CH 4 (Cedar Road)
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-ALL	ENGINEERING-I	13	1852	0	US Route 52 to Cedar Road (CH 4)
STP-C	ENGINEERING-II	16	750	250	Nelson Road to Cedar Road (CH 4)
STP-C	CONSTRUCTION	18	7500	1000	Nelson Road to Cedar Road (CH 4)
MFT-ALL	ENGINEERING-I	15	2437		Cedar Road (CH 4) to US Route 45 (LaGrange Rd)
STP-C	ENGINEERING-II	17	750	250	Gougar Road (CH 52) to Nelson Road
STP-C	CONSTRUCTION	19	7500	1000	Gougar Road (CH 52) to Nelson Road
MFT-ALL	ENGINEERING	18	750	0	Nelson Road to Cedar Road (CH 4)
MFT-ALL	ENGINEERING-I	16	2000	0	US Router 45 (LaGrange Road) to Harlem Ave
STP-C	ENGINEERING-II	19	750	250	US Route 52 to Gougar Road (CH 52)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-16-0004	Will County Council of Mayors New Project Enterprise Drive Extension from Enterprise Drive (WILL/Crest Hill) to Division Street (WILL/Crest Hill)		\$0		
<b>Completion Year:</b> 2017					
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - EXTEND ROAD					
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-II	16	134		EDP Grant Funds
ILL	CONSTRUCTION	16	2107		EDP Grant Funds; Includes CE

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